

Today's Receipts.

Sch. Eugenia via Boston, 12,000 lbs. salt cod.
Sch. Cecil H. Low, via Portland, 9000 lbs. salt cod.

Vessels Sailed.

Sch. Francis P. Mesquita, haddock-ing.
Sch. Clara G. Silva, haddock-ing.
Sch. Walter P. Goulart, haddock-ing.
Sch. Belbina P. Domingoes, haddock-ing.
Sch. Ramona, haddock-ing.
Sch. Rita A. Viator, haddock-ing.
Sch. Emily Sears, haddock-ing.
Sch. Ida S. Brooks, haddock-ing.
Sch. Maud F. Silva, haddock-ing.
Sch. Mary E. Cooney, haddock-ing.
Sch. Ida M. Silva, haddock-ing.
Sch. Edith Silveria, haddock-ing.
Sch. Flora J. Sears, haddock-ing.
Sch. Evelyn L. Thompson, haddock-ing.
Sch. Seaconnet, haddock-ing.
Sch. Valentinna, haddock-ing.
Sch. Olive H. Hutchins, haddock-ing.
Sch. John M. Keen, haddock-ing.
Sch. Hockomock, haddock-ing.
Sch. Ellen C. Burke, haddock-ing.
Sch. Manomet, haddock-ing.
Sch. Mabel Bryson, haddock-ing.
Sch. Matchless, haddock-ing.
Sch. Arthur D. Story, Georges.
Sch. Titania, Georges.

Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.
Bank halibut, 11 cts. per lb. for white and 9 cts. for gray.
Salt pollock, \$1; salt haddock, \$1; salt hake, \$1.
Splitting prices for fresh fish, Western cod, large \$1.65; medius, \$1.37-1-2; Eastern cod, large \$1.65; medius, \$1.37 1-2; cusk, \$1.60 for large, \$1 for medium and 50 cts. for snappers; haddock, 60 cts.; hake, 60 cts.; pollock, 60 cts.
Trawl bank cod, large, \$3.25; medium, \$2.75; snappers, \$1.50.
Salt cusk, large, \$2.50; mediums, \$2; snappers, \$1.
Shore frozen herring, for bait, \$2.00 to \$2.50 per cwt.
Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

Fishing Fleet Movements.

Sch. Ralph L. Hall came from Boston yesterday and Capt. Frank H. Hall will soon begin to fit for south mackerel seining.
Sch. Senator Gardner is on the Rocky Neck railways.
Sch. John R. Bradley is on Burnham's railway.
Sch. Emerald is at Burnham's shears for a new mainmast.
Sch. Avalon has completed the discharge of her cargo at Philadelphia and will load coal for this port.
Sch. Lena and Maud is expected to be out at New York today and will load coal for this port, and schs. Essex and Veda M. McKown are on the way there to discharge their frozen fares.

Boston Arrivals.

No arrivals today.

Portland Arrivals.

None of the eastern shore boats landed fares at Portland Thursday, it being too rough and blowy for them to fish. Most of them harbored.

SOLD FISH AT ONE PRICE.

Entire Fare of Sch. Alice M. Guthrie So Disposed Of.

Sch. Alice M. Guthrie, Capt. Martin Guthrie, which arrived at Boston Thursday with a big trip from off shore, made quite a novel sale, disposing of the fare for two cents per pound for the entire catch, cod, haddock, scrod and all.

Sometimes, when fish are very scarce and arrivals very few indeed, a shore boat will sell her trip at a high figure bid for the fare "right through," but when fish are in liberal receipt and lots of vessels in, it is most unusual, more especially for a big off shore craft with a large fare and the occurrence under the circumstances, is claimed to be the first for several years at least.

HAD CLOSE CALL.

Sch. Eugenia Crowded by Tug in Boston Harbor.

Sch. Eugenia, one of the new crafts belonging here, had a close call from being driven ashore while working up Boston harbor yesterday morning.

Capt. Williams' trouble came from a towboat with two barges in tow, which persisted in hogging the channel. He was forced to either stand across the bow of the tow, or run his vessel ashore, and choosing the former alternative, just succeeded in slipping by the bow of the tug, which showed no disposition to give the handsome new craft even a fair show.

Market Boats Out.

All the market boats are out on the fishing grounds today, looking for the first chance to fish since last Tuesday. Southeasters and northwesterners this week have knocked them out of some big stocks, and they are anxious to get to work to make up for it. With a fish day today and Sunday, look out for many and good shore fares at T wharf Monday morning.

Feb'y 27.

Gale Started Leak.

Sch. Cecil H. Low of this port, one of the Georges handline fleet, put into Portland Thursday, and landed 5000 pounds of halibut. The craft has been out in several of the recent heavy gales, which used her kind of rough, straining her so that a small leak, one easily controlled by her pumps, was started.

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FRIDAY'S GALE A SPITEFUL ONE.

Sch. Cavalier Was a Week Coming From Grand Bank.

There is only one arrival here this morning, but the craft brings a fine fare. The vessel is sch. Cavalier, Capt. Robert B. Porper, from the southern edge of Grand Bank, with a great catch, 40,000 pounds of halibut and 12,000 pounds of salt cod.

The vessel has been gone just four weeks and Capt. Porper reports very bad weather on the fishing ground. They found fair fishing when there was a chance to set, and as a result secured what will net one of the best halibut stocks of the season.

The vessel was just a week coming the long homeward journey, having pretty good weather until a little to the westward of Seal Island, when she ran into the heavy northwest gale of Thursday night and Friday, and was hove to for several hours. Capt. Porper reports the gale of spiteful severity, but on Friday morning, just after daylight, a Gloucester vessel passed them, bound to the eastward, going off like a steamer under reefed foresail.

The crew of the Cavalier called the craft sch. Preceptor, Capt. Fred Upshell, one of the halibut fleet of this port.

Sch. Preceptor left here about 3 o'clock last Thursday afternoon, Capt. Upshell being anxious to get the benefit of the strong northwester for a run to the banks. If the craft seen by the Cavalier's men was her she had certainly been flying along.

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BEAM TRAWLERS.

Over 2000 Registered at Ports of Countries of Western Europe.

Very interesting are the facts set forth in a little paper presented to the British Parliament by the board of agriculture and fisheries regarding steam trawlers. It is a return for the number of such vessels registered at ports in the states of western Europe in the year 1907. Here are the particulars:

	No.
Belgium	23
Denmark	5
France	224
Germany	239
Netherlands	81
Portugal	13
Spain	12 to 18
Sweden	11
Norway	20

628-634

United Kingdom:	
England and Wales	2,317
Scotland	292
Ireland	6

1,615

Grand total

2,243-2,249
It is explained that of the Danish vessels, four are at home ports and at the Faroes, and one at Iceland. Of the French, 12 were not completed at the close of the year; one had been lost; nine (including one laid up) were registered at North Sea ports, and 70 at Boulogne. Of the German, 12 were not completed at the close of the year; all are registered at North Sea ports. The Portuguese are limited by royal decree to 13 as a maximum.

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Put off the Hearing.
Schofield Mustering strength on the Clam Question.

Ex-Senator Schofield of Ipswich has arranged with the Committee on Fish and game to have the hearings for the leasing of clam flats put off for some time to come

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FISH DEALERS DISAPPOINTED.

Receipts Today Much Less Than Was Expected.

The T wharf, Boston, fish dealers were a disappointed lot this morning. They wanted a lot of fish and expected to see a big fleet of shore boats and a number of big off shore craft in this morning when the bell rang.

They were disappointed, however, when they found that only 13 craft had arrived since closing up time Saturday, and of these only one was an off shore craft, the steam trawler Spray, with the smallest fare she has had for a long while, only about 32,000 pounds.

Some of the shore boats have big fares for them, the majority going from 17,000 to 27,000 pounds, while others had but 6000 pounds or so.

Of course, with so few vessels in, the skippers looked for big prices and they got them without any trouble. Haddock brought from \$4 to \$4.35, cod from \$4 to \$6, hake \$3.50 and pollock \$4.

Thus all the boats in will fare well on what they have, and some of them will make extra large stocks. Sch. Victor and Ethan with 27,000 pounds will make what even a big off shore craft would call a good stock, for a two weeks' trip, as her two sets will net her over \$1000. Sch. Athena with 20,000 pounds, Rose Standish with 17,000 pounds, Hortense with the same amount, Maud F. Silva with 20,000 pounds, are all in line for a fine bit of money.

These craft with the big fares have had two sets, but the majority of the fleet, about all in fact, got their first set Saturday and were looking for one on Sunday. The snow storm knocked them out on their calculations, and about 30 of them had to harbor here yesterday. They all got out last night, however, as today is a fine fish day, tomorrow will probably see the T dock full of them tomorrow.

SPRUNG ALEAK IN GALE.

Sch. Mattie D. Brundage Put Into Yarmouth, N. S., for Repairs.

Sch. Mattie D. Brundage of Boston, one of the Georges handline fleet, and commanded by Capt. Nathaniel Greenleaf of this port, now on her first trip of the season, put in at Yarmouth, N. S., a few days ago leaking.

The craft encountered a heavy gale out from here and sprang aleak, which was discovered at night and the craft headed for Yarmouth, intending to come in in the morning. By that time the gale was so severe that it was found necessary to put the craft off shore.

After the gale abated, the port was made all right. The craft was leaking 400 strokes an hour and the leak, which seemed to be in her topsides, was soon repaired and the craft continued on her trip.

Notice to Mariners.

Experimental tests will shortly be made with buoys with explosive fog signal devices, which will be moored temporarily in the approach to Halifax. It is expected that these tests will extend over a period of three months or longer. The buoys will be moored without further notice, in the following localities:

- (1) A buoy with an explosive fog bell near Sisters bell buoy, to the eastward of Sambro Island. The bell will give one stroke every 10 or 30 seconds.
- (2) A buoy with an explosive fog whistle near Bell Rock can buoy, southward of Chebucto Head. The whistle will give a blast every 1 3-4 or 2 minutes.
- (3) A buoy with an explosive submarine bell on Neverfall shoal inside of Neverfall shoal gas buoy. The bell will give one stroke about every 30 seconds.

Fishermen Came Here.

Quite a number of fishermen came over yesterday in the Yarmouth steamer to Boston, and reached here on the train last evening, to engage in the salt bank fishery from this port.

Fishermen know where to come to make the most money at their chosen calling. The Lunenburg, N. S., Progress-Enterprise says:

"Roger Conrad left on Saturday for Gloucester, to join the knockabout sch. Arethusa, as cook for the fishing season. We regret to see our best men leaving for the United States, it is something there should be no reason for. Quite recently a number of young men left Vogler's Cove to seek employment elsewhere. This exodus of the best men of the fleet is little short of deplorable."

Lunenburg Notes.

A cargo of Trinidad salt and a load of Turks Island salt arrived at Lunenburg, N. S., last week.

Zuricker & Co. shipped a big cargo of dried cod to Porto Rico last week and the Atlantic Fish Co. sent a large cargo to the same port. One of Eisenham's brigs is now loading cod for Porto Rico, also.

Capt. Fleet Home.

Capt. Ambrose Fleet of this port, who took the new British sch. Arginia to Connaigre Bay, N. E., and superintended the loading of that craft and sch. Lila B. Hirtle with frozen herring for Capt. Solomon Jacobs, has arrived home, having completed his work. He reports the Hirtle on the way to Boston with a full cargo.

Harbor Notes.

The big revenue cutter Androscoggin was in port yesterday, this being the western end of her cruising ground.

Halibut Sale.

The fare of sch. Cavalier sold to the New England Fish Co. at 11 cents per pound for white and 9 cents for gray.

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CAREER OF SIR ROBERT BOND.

HIS EFFORTS TO BUILD UP THE ANCIENT NEW-FOUNDLAND COLONY.

For the last four years, and particularly in the fall and winter seasons, the Gloucester fishing interest has heard of little else but "Newfoundland" and "Premier Bond." Both, through the latter's rulings and acts have kept the state department of one country and the foreign office of another busy trying to unravel the tangled skein and at the same time prevent friction, while the herring fishery continued.

At this time, when the premier has resigned the reins of power and the vexing herring question has been left to The Hague for settlement, a resume of the Newfoundland fishing troubles and the premier's rise and fall, even though obviously not seen through the eyes of Gloucester fish dealers and vessel owners and fishermen in several positions, will be found of interest.

Parts of the following article, in Friday's Boston Transcript, though written in anything but an American protective tariff vein, show a feeling that our fishing interest has to contend with right at home and could be better appreciated here perhaps had the story appeared as emanating from the capitol of the island colony. It reads as follows:

"The colony of Newfoundland has a history and occupies a place held by no other territory under the British flag. But Newfoundland has long suffered from the misfortune of being overshadowed by the wealth and splendors of its neighbor, the great Dominion. Proud of its place as the first of the British self-governing colonies, it refused to merge itself in the great British-American federation. Lacking men and money, it for some time remained in a little backwater of its own. With a population of less than a quarter of a million, mostly fishermen, and with no city containing thirty thousand people; it would have sunk out of sight save for its position as a point for international disputes between Great Britain and France and America.

Then Sir Robert Bond made his way, to the front as a colonial statesman, and a new era came for the island. Clear purposed, bold, and aggressive, he entered on an active campaign for the advancement of Newfoundland, which has borne definite fruit. Sir Robert—he was knighted in October, 1901—is a descendant of an old Devonshire merchant family, but was educated for the bar. From the first, however, his interest was in politics, and he entered heart and soul into the affairs of the island. In 1884, three years after he was elected to the assembly, he was elected speaker of that body, and five years later became colonial secretary, which post he held for eight years.

"It was during these latter years that he became known as a leading advocate of the international rights of Newfoundland, and his headstrong actions have so many times caused embarrassment to the British Foreign Office that he has been regarded there with some little fear. The great question, paramount to all others in Newfoundland, is of course, the fisheries. Sir Robert became convinced early in his career that the island's rights were not given sufficient consideration by the home government, and these rights he set out to establish.

"He had visions of the coming of a new era for Newfoundland. He saw it no longer isolated, with its forests untouched, its minerals unworked, and its people in constant poverty, but as the main highway between England and America and a centre of industry. Wherever he went he proclaimed the natural riches of the country and the glories of the Newfoundland climate, kept mild from Canadian severities by the warmth of the Gulf Stream. He pictured St. John's as the terminal port for an adequate imperial transatlantic mail service, and he helped to make this vision in part a reality. He inaugurated a policy of progress. The strong man of the colony, he became premier in 1900, when 43, and he has been premier ever since.

The French Fisheries Dispute.

"One of the first matters with which he had to deal was the ancient quarrel with France, over the fishing rights of the two countries. This trouble dates back from immediately after the treaty of Utrecht in 1713, and for nearly two centuries, it had been the cause of (to use the words of a later treaty) "daily disputes." The establishment of better relations between the two countries gave opportunity for adjusting the matter, and after negotiations, in which Sir Robert took his part, the contention was ended once and for all in the treaty of 1904, but it was no easy task. Here was a smouldering firebrand which might at any moment within the last twenty years have involved the two nations in war, and until settled was a continual menace. It was a perpetual irritation. For 14 years a modus vivendi between France and Newfoundland had preserved peace with the greatest difficulty. Its renewal became harder every year.

"As a result of the negotiations France surrendered her sovereignty over the so-called "French" Newfoundland shore and received an indemnity on two grounds: First, to compensate French individuals giving up property along the surrendered shore; and, secondly, for the French government's relinquishing of the sovereignty which it had practically enjoyed for 200 years. While foregoing her exclusive fishing rights on the French shore, France nevertheless retained her right to fish. The bait bill of 1886 was also modified so as to give Newfoundlanders the right to sell bait to the French fishermen.

"But another and a much more serious controversy was in the air. America has certain fishing rights on the west shore of Newfoundland, guaranteed to her under the treaty of 1818, and the Captains Courageous of Massachusetts find their great fishing waters in the seas around Newfoundland. It is almost essential for the success of the American fishermen that they should secure liberal supplies of bait from our colony. The people of Newfoundland were willing to treat the Americans well, but they wanted some reciprocity. The American government imposed a heavy duty upon fish brought to American ports by Newfoundland boats. The colony asked that this du-

ty should be removed, but Congress refused to take action.

"The entire affair confers no great credit on this government, for the senate amended the treaty negotiated between Sir Robert and the late John Hay while secretary of state, until neither of its sponsors was able to recognize it. Thereupon the Newfoundland government, moved by Mr. Bond, despairing of securing favorable terms for its chief industry in our market, decided to take retaliation measures upon the American fishing industry. Its first step in pursuance of this policy was to put an end to the extremely favorable conditions which the American fishermen had hitherto enjoyed in Newfoundland. Early in the spring the bait act of 1897, which had proved so powerful a weapon against the French, was enforced against the American cod fishery on the Grand Banks. This measure seems to have been fairly effective, and in September the Bond government decided also to enforce it against the American winter herring fishery on the southern and western coasts of the island.

Action Against Our Fisheries.

This winter herring fishery is one of considerable importance, for between October and January herring are not obtainable anywhere else in North American waters, and the enforcing of the act in this instance was calculated to prove even more effective than in the former case, but for the difficulty arising from the fact that the inhabitants of the United States, by virtue of the Treaty of 1818, have the right to fish in common with the colonists upon the western coast and part of the southern coast of the island. The interpretation of that treaty had already on a former occasion in 1877, been under discussion in consequence of an awkward incident known as the "Fortune Bay outrages," due to the refusal of the American fishermen to comply with local regulations, framed in the interest of the fishery, and this point, among others, is one which is to be determined by The Hague Tribunal in arbitrating the question.

But the American winter fishery was attacked in another way. The industry is not really a bona fide American fishery, but practically a trading business, the actual fishing being done by Newfoundland crews hired by the American boats, which arrive with crews just sufficient to navigate them. It was in this employment of colonial fishermen, however, that the Bond government found means for putting pressure on the American fishery. It contended, as against the American owners that their crews did not come within the treaty definition of "inhabitants of the United States," and as against the hired colonial crews that they violated the bait act in supplying foreigners with fresh fish.

Other points of dispute became suddenly acute. The American fishermen operating in Newfoundland waters, fished on Sundays, though the natives were forbidden to do so; and the Americans defied local regulations for the protection of fishing waters, particularly in using purse seines, which swept the waters with a hundred times the capacity of ordinary nets. But in spite of the legal restrictions, the Americans came in with a strong hand and defied the colonial law. They refused to pay light dues or to report at the custom house, and they practically set the Newfoundland authorities at defiance.

"Furthermore, the restrictions were very unpopular with the Newfoundland fishermen, who complained that a large source of income had been cut off by the action of the colonial government. It was in this matter that the first signs of the downfall of the once idolized premier were to be seen.

"Finally, to crown Sir Robert's discomfiture, the home government stepped in in 1906 and effected a modus vivendi with this country over Bond's head. Under this agreement the Newfoundland position was surrendered and our fishermen practically given their own way. Only minor concessions, such as obedience to local regulations were asked in return. True, the Washington authorities agreed to advise their own citizens not to fish on Sunday, and to obey the local regulations about paying dues and reporting to the custom house, "where physically possible," but these concessions were worth very little. Sir Robert found himself sacrificed and made his sentiments clearly known at the Colonial conference of 1907, where he occupied a prominent place.

Sir Robert's Last Campaign.

"At the present time the dispute is happily in a fair way of settlement, an agreement having been reached by the United States, Great Britain and Newfoundland, to submit the case to The Hague Tribunal for arbitration.

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"But Sir Robert's troubles were not ended by the settlement. He found himself in hot water at home with a very strong opposition headed by Sir Edward Morris, against him at the elections last fall. It was a hard fought contest, and at its close each party had elected 18 members of the colonial legislature. This resulted in a deadlock which has lasted three months, the assembly not even having met, as each side feared to elect a speaker, a proceeding which would have given its opponent a majority. All discussion proved fruitless, and finally, in despair of another settlement, Sir Robert, after nine years' guidance of the colonial government, has handed in his resignation."

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INLAND FISHERIES COMMISSION.

MASSACHUSETTS ESTABLISHED THE FIRST BOARD AS FAR BACK AS 1855.

THE RESULTS SECURED HAVE NOT BEEN ALL THAT WAS DESIRED.

Massachusetts probably had the honor of establishing the first commission of inland fisheries and game, which it did in 1855.

It started in a very small way, some of the commissioners serving without pay. They worked in conjunction with the federal government, and had a joint hatchery with New Hampshire.

This eventually proved unsatisfactory, and they started to build hatcheries of their own. At present the state has four—located at Winchester, Adams, Hadley and Sutton respectively.

Now let us see what has been accomplished in Massachusetts since the inception of the commission, 43 years ago, says Dr. John A. Barton. Let us see whether the commission appointed to replenish our streams with fish and our forests with game, have accomplished their object. Bearing in mind that they are not entirely free agents, let us inquire whether it has been the system employed or the men that have been tested, and whether they have wisely expended their appropriation; also to what extent our governors are responsible if they make this commission a political shell, and consider it a commission active in legislative matters, as one recent appointment would indicate.

If the personnel of the commission is to be governed by politics and not based upon the fitness for the work by special training, if out of the three commissioners we can hold no one individual responsible for failure, then we have staid the progress of this work.

In the last 43 years millions of salmon (*Salmo Salar*) have been put into Massachusetts rivers, and millions of landlocked salmon, lake trout, perch, bass, pike-perch, carp and trout in its ponds and trout in our streams.

Where is there a river in Massachusetts in which the angler today can catch an Atlantic salmon or the pond where he can secure that gamy fighter, the land-locked salmon? Where is there one pond where he can catch the beautiful speckled trout (*Salvelinus Fontinalis*) in any quantity? Nor do we know of any pond where we can get carp, pike, perch or lake trout.

Outside of the observations at the Lawrence fishway on the Atlantic salmon, several years ago, there are no authentic records of more than two or, to allow for hearsay, say 50 at the most of salmon seen in our rivers. Of landlocked salmon, lake trout, speckled trout, carp or pike-perch taken in any of our ponds of either one species or all put together the total may be included in the above. Outside of the trout taken at the mouth of brooks, if this is not true, there are 1000 anglers in Massachusetts who would like to be informed where they can catch one of these game fish in the ponds of Massachusetts.

We were also favored with large stockings of the Pacific coast salmon, which have likewise disappointed us.

In spite of this record of public fish culture, and waste of money, the

Stocking of Our Inland Waters Has Not Been a Complete Failure;

for if the state had not stocked our streams and small rivers with brook trout (*Salvelinus fontinalis*), there is no question but they would have dis-

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appeared entirely. That we have seen results from brook trout stocking cannot be questioned, even though they have been small.

Likewise the same results have been obtained with the small-mouthed black bass and the white perch. The introduced brown trout (*Salmo fario*), are likewise getting a hold. Yet it is a mistake to allow this species to be introduced into streams where our native brook trout will do well. The indiscriminate planting of these fish in our small streams, simply by applying to the commissioners and on the wish of the applicant for a large fish for the stream, or his statement that the waters are too warm for the native brook trout, should be stopped by stringent methods.

This fish grows so much more rapidly than the brook trout in our small streams that it means certain death and extinction to the smaller species.

It is bad policy to place in a small body of water carnivorous fish that grow to large size, when the other species there are small and desirable; for the large fish will hunt persistently until he finds enough to satisfy his hunger, and then he will often kill for the sake of killing.

It reminds the writer of an experience with the appetite of frogs. Having been engaged in the study of the life history of the toad and frog, I had so much material that I did not know what to do with it. Eventually I put a mass of frogs' eggs, 200 toad tadpoles seven bullfrog tadpoles, nine small bullfrogs, 3½ inches in length, and two large bullfrogs, 12 inches in length into a large aquarium. The bullfrog tadpoles took care of the eggs, the small frogs the toad tadpoles, and in three days everything had disappeared, but the old frogs. Just such a thing happens when you put any large and small carnivorous species together if food is scarce and they are confined in a small area.

In the last 30 years, about 30,000,000 fry and 7000,000 fingerling fish, with 44,000,000 smelt eggs and 750,000 pike-perch eggs have been planted in our inland waters.

From a study of the reports of the Lawrence fishway for a number of years, it is only fair to say that although the results of fry stocking with salmon wasn't all that we could wish, there is no doubt that

If the Legislature Had Given Proper Protection

to those fish the salmon in the Merrimac River would be very abundant and a source of great revenue to the citizens of Massachusetts.

Proper legislation would have crowned the efforts of the commissioners with success.

When the United States commission offered to restock the Merrimac River and put millions of young shad into it yearly, and congress had appropriated money to investigate the feasibility of locating a hatchery on this river, our legislature again failed us, and refused to enact proper laws for protection. Consequently this magnificent offer was withdrawn.

Let us stop to think on this question, for with the exception of the brook trout, the people of Massachusetts have not received any return for the millions of salmon, landlocked salmon, lake trout and pike-perch planted in our inland waters for the last 40 years.

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Today's Receipts.

Sch. Cavalier, Grand Bank, 40,000 lbs. halibut, 12,000 lbs. salt cod.

Vessels Sailed.

Sch. Belbina P. Domingoes, haddock-ing.
Sch. Walter P. Goulart, haddock-ing.
Sch. Clara G. Silva, haddock-ing.
Sch. Frances P. Mesquita, haddock-ing.
Sch. Emily Sears, haddock-ing.
Sch. Rita A. Viator, haddock-ing.
Sch. Emily Cooney, haddock-ing.
Sch. Manomet, haddock-ing.
Sch. Motor, haddock-ing.
Sch. Buema, haddock-ing.
Sch. Viking, haddock-ing.
Sch. Edith Silveira, haddock-ing.
Sch. Flora J. Sears, haddock-ing.
Sch. Ida M. Silva, haddock-ing.
Sch. Mattacommet, haddock-ing.
Sch. Leo, haddock-ing.
Sch. Teresa and Alice, haddock-ing.
Sch. Stranger, haddock-ing.
Sch. Ethel B. Penney, haddock-ing.
Sch. Genesta, haddock-ing.
Sch. Margaret Dillon, haddock-ing.
Sch. Rena A. Percy, haddock-ing.
Sch. Ellen C. Burke, haddock-ing.
Sch. John M. Keen, haddock-ing.
Sch. Thomas Brundage, haddock-ing.
Sch. Minerva, haddock-ing.
Sch. Joseph H. Cromwell, haddock-ing.
Sch. Valentinna, haddock-ing.
Sch. Massasoit, haddock-ing.
Sch. Hazel R. Hines, haddock-ing.
Sch. Richard, haddock-ing.
Sch. Dictator, halibuting.
Sch. Margaret, halibuting.
Sch. A. D. Story, Georges.

Today's Fish Market.

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Bank halibut, 11 cts. per lb. for white and 9 cts. for gray.
Salt pollock, \$1; salt haddock, \$1; salt hake, \$1.
Splitting prices for fresh fish, Western cod, large \$1.65; medimus, \$1.37-1-2; Eastern cod, large \$1.65; medimus, \$1.37 1-2; cusk, \$1.60 for large, \$1 for medium and 50 cts. for snappers; haddock, 60 cts.; hake, 60 cts.; pollock, 60 cts.
Trawl bank cod, large, \$3.25; medimus, \$2.75; snappers, \$1.50.
Salt cusk, large, \$2.50; mediums, \$2; snappers, \$1.
Shore frozen herring, for bait, \$2.00 to \$2.50 per cwt.
Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

Fishing Fleet Movements.

Sch. Winnifred of Boston will continue haddock-ing under command of Capt. James Dwyer.

Some of the salt bankers expect to sail today.

Capt. Patrick Shea is fitting sch. Smuggler for salt banking.

Capt. Stanley Hines is fitting sch. Mabel D. Hines for salt banking.

Sch. Arabia was at Liverpool, N. S., on Thursday and cleared.

Capt. Vincent Nelson will fit sch. Senator Gardner for salt banking.

Sch. Hattie M. Graham will engage in the southern mackerel fishery this spring under command of Capt. William Foley.

Capt. Thomas Flannagan will again command sch. Georgie Campbell in the salt bank fishery.

Capt. Thaddeus Morgan, who will command sch. Constellation in the mackerel fishery this coming season, is expected here the 20th of this month but may come a little earlier.

Capt. Jethro Nickerson of sch. Flora S. Nickerson of Boston, who has been confined to his home for several weeks by a badly sprained leg, is out once more and though not fully recovered, will soon resume command of his craft.

Capt. Charles Doucette will command sch. Corona in the southern mackerel fishery this coming season.

Capt. Leroy Spinney is here to fit sch. Athlete for salt banking.

Capt. Peter Porter will now fit sch. John R. Bradley for a trawl salt bank codfishing trip.

Sch. Speculator will engage in the southern mackerel fishery this season under command of Capt. Rufus McKay.

Capt. Almon D. Mallock will command sch. Indiana in the southern mackerel fishery.

Capt. Robert B. Porper of sch. Cavalier reports speaking sch. Gladiator on the southern edge of Grand Bank recently.

Boston Arrivals.

Sch. Athena, 18,000 haddock, 2000 cod.
Sch. Matiana, 10,000 haddock, 1000 cod, 500 hake.
Sch. Rose Standish, 14,000 haddock, 1000 cod, 2000 pollock.
Sch. Warren M. Goodspeed, 8000 haddock, 2000 cod.
Sch. Hattie F. Knowlton, 6000 haddock, 500 cod.
Sch. Aspinet, 5000 haddock, 1500 cod.
Sch. Flayilla, 4000 haddock, 2000 cod.
Sch. Victor and Ethan, 20,000 haddock, 5000 cod, 2000 hake.
Sch. Maud F. Silva, 18,000 haddock, 1000 cod, 1000 hake.
Sch. Seaconnet, 8000 haddock, 1000 cod, 2000 hake.
Steamer Spray, 29,000 haddock, 3000 cod.
Sch. Hortense, 14,000 haddock, 500 cod, 3000 hake.
Sch. Mary T. Fallon, 8000 haddock, 1000 cod, 500 hake.
Haddock, \$4 to \$4.35 per cwt.; large cod, \$6; hake, \$3.50; pollock, \$4.

Portland Arrivals.

The only fishing arrivals at Portland Friday were schs. Wesley W. Sinnett and Mineola, each with 4000 pounds of fresh fish.

PORT OF GLOUCESTER.

Arrived Today.

Br. sch. Princess of Avon, Plympton, N. S., lumber for L. B. Nauss & Son.
Sch. Ella Clifton.

Second Salt Banker Sailed.

Sch. Hazel R. Hines, Capt. Fred A. Morrissey, sailed today on a salt bank trip, being the second of the fleet to get away this season.

Capt. Morrissey was the second to sail last year, then being in command of sch. Smuggler.

Mar. 2.

**BOSTON DEALERS WELL SUP-
plied.
Plenty of New Fresh
Fish at T WHARF This
Morning.**

The T wharf dealers have what they want this morning, and are happy. They should be, for the fares are numerous, almost the greatest number of the season at bell ringing time, and small catches are the exception and not the rule. Beside this, out of the big bunch of vessels there, all but three are market boats, with new, live fish.

Since last report 49 vessels have arrived at T wharf with fares. A few of them got in yesterday afternoon in time to get a taste of yesterday's high prices and will profit unusually well. Among those who were fortunate in this respect were sch. Pontiac with 22,000 pounds, sch. Mary B. Greer, 30,000 pounds, both extra good trips for shore boats. Two of the Provincetown fleet, schs. Rose Dorothea and Annie Perry, which fish down back of the Cape, close to the Rips, also were there with good fares.

This morning the off shore vessels in port are sch. Rex, Capt. John Grady, with 70,000 pounds, sch. Thomas A. Cromwell, 38,000 pounds, and sch. Metamora with 40,000 pounds.

Of the market boats in the fares run all the way from a few sloops with 2000 or 3000 pounds, up to the Washakie with 40,000 pounds, a most unusual fare for a shore fishing craft. In her catch this craft had 12,000 pounds of pollock. Some other crafts there have from 2000 to 3000 pounds of this kind of fish, which would seem to indicate that they have struck in on the grounds off Cape Cod.

Among the market boats with fine fares are sch. Mary E. Cooney, 21,000 pounds, Strangers, 10,000 pounds, Frances P. Mesquita, 13,000 pounds, Yankee, 10,000 pounds, Ellen C. Burke, 10,000 pounds, Ethel B. Penney, 11,000 pounds, Elizabeth W. Nunan, 16,000 pounds, Emily Cooney, 10,000 pounds, Gov. Russell, 23,000 pounds, Philip P. Mantta, 27,000 pounds, Stranger, 10,000 pounds, Helen B. Thomas, 14,000 pounds, Genesta, 11,000 pounds, Frances V. Sylvia, 29,000 pounds, Louisa R. Silva, 26,000 pounds, Arbitrator, 22,000 pounds and Margaret Dillon, 10,000 pounds.

In all the receipts for this morning at T wharf figures up to about 71,000 pounds and prices took quite a little drop from yesterday, shore haddock bringing \$2.75 and some off shores going for \$1.25, large cod brought from \$3.25 to \$5.00 and markets from \$2 to \$3, hake \$2.75 to \$5 and pollock \$2.75 and \$3.

Mar. 2.

FOR EARLY SPRING FISHING.

**Lunenburg, N. S., Skippers Already
Repairing Their Vessels.**

Lunenburg, "the Gloucester of Nova Scotia," is right up and dressed this spring and some of the most energetic fishing skippers are already at work preparing for the early spring fishing. Those interested in Lunenburg's great industry look for better prices before the spring catch is ready for the market. The beautiful weather now prevailing greatly aids the fishermen in their preliminary work.

All the churches there are making ready for the departure of the fleet. The Methodist church, of which Rev. J. Appleby is pastor, is making special preparations.

Lobstering operations begin for the spring months in a few weeks. In Lunenburg county the winter fishery was almost a failure.

Large number of Lunenburg county fishermen are leaving for their annual visit to the United States, where they engage in the fishing business.

Fishery Resources of Canada.

The fishery resources of Canada are very great. There are 15,000 miles of coast line, and in Nova Scotia alone 25,000 men are engaged in the fishing industry. Multiplying that number by five, so as to include the families of the fishermen, it is estimated that 125,000 people, or about a quarter of the population of the Province, are dependent on the industry.

Taking the whole of Canada it is estimated that there are about 76,000 men who gained their living on the water, and that number does not include those who were employed in packing establishments and other enterprises more or less directly connected with and dependent upon the marine and fisheries. The capital invested in the industry is very large and the output amounts to \$30,000,000 a year. What is wanted to develop the fishing industry is better transportation facilities and a better market.

Mar. 2.

MORRIS NEWFOUNDLAND

LEADER.

**Invited by Governor
McGregor to Form Ministry.**

**Has Had a Wide Exper-
ience in Colonial
Affairs.**

It is now officially announced that Sir Edward Morris, the opposition leader, has been invited by Governor McGregor to form a ministry in succession to the Bond government, which resigned Thursday. Sir Edward has accepted the invitation, and will announce the personnel of his Cabinet before the Legislature meets next Thursday.

Sir Edward Morris was born at St. John's, N. F., May 8, 1859, and was educated at St. Bonaventure's College, St. John's, and the University of Ottawa. He was called to the bar in 1885 and entered Parliament for St. John's the same year, serving continuously since. In 1889 he entered the cabinet of Sir William Whiteaway, was acting attorney-general in 1890-92, and was delegate to Ottawa in 1895 to discuss confederation terms for the entry of Newfoundland into the Dominion of Canada. In 1897-98 he was delegate to the British colonial office with Sir William Whiteaway. Morris was mainly instrumental in carrying the bill for the Reid railway contract.

He was leader of the Liberal party in Parliament in 1898-1900. Premier Bond offered him a place in the cabinet in 1900 and he became minister of justice in 1902. With Premier Bond Morris was delegate to the colonial office on the French shore question, and was knighted in connection with that matter. Sir Edward edited and revised the Newfoundland law reports from 1800 to 1900, in six volumes, known as "Morris' Reports." He married in 1901, and has one son.

Mar. 2.

**WILL FIT SLOOP AS
BEAM TRAWLER.**

**Craft Will Be USED in
Flounder Fishery Off
Maine Coast.**

Gloucester is to have a beam trawler. It is only a sloop, it is true, but a beam trawler, nevertheless. The craft, the Jack O'Lantern, is now fitting out for her first trip, and will sail in a few days under command of Capt. Arthur Diggins.

The craft is equipped with a 14 foot and an 18 foot beam and the bag or "trawl" is 55 feet long. In a good breeze it is calculated that the craft can tow both at once, and when the wind is light, it is arranged to have the sloop towed by a gasoline boat belonging to a Rockland party who is interested in the scheme.

The scene of the craft's operations will be Rockland bay, on the Maine coast, and it is proposed to market the catches at Rockland. Flounders are reported to abound in the bay and as these fish now bring fine prices in the New York market, these are the fish for which Capt. Diggins will look principally to catch with the beam trawl, although all kinds will be "fish" that come to his net.

The craft is prepared for a season's fishing in the waters above mentioned, having handlines and regular haddocking trawls to fish with if fishing is slow with the beam trawl. Besides this she carries nets and a small purse seine.

She is fitted for a regular fishing cruise and the outcome of this experiment with the beam trawls in those waters will be watched with much interest especially by the owners and masters of small craft.

Mar. 2.

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Newfoundland Sealing Fleet.

Seal hunters from Newfoundland this year will operate 22 steamers, one more than last year, while the increased size of the vessels will enable four hundred more men to take part in the voyage. The start will, as usual, be made on March 10, and then will begin the period of waiting day after day for news. It will be remembered that last year the voyage was a very protracted one, so that people were really becoming anxious before arrivals were reported. Then there were so many losses and disappointments that some of the outfitters lost heavily, but the number of heavy old seals taken eventually brought the gross results nearly up to those of an average year. Judging by averages and indications, this ought to be a good, if not an extra good year, and the fact that one of the new steamers is equipped with a wireless telegraphy outfit may help to relieve the anxiety. It is to be noted that this year's fleet includes five steamers new to the trade, four of which cost about \$150,000 each and the other, the Florizel, which will be put on the New York, Halifax and St. John's cargo and passenger service subsequently, is fresh from her builder's yard at a cost of about \$300,000.

New Canadian Vessels.

The annual report of the Canadian marine department for the last fiscal year presented to Parliament at Ottawa recently, shows that the total number of new vessels built and registered in the Dominion during the year was 392, measuring 38,410 tons register, with a total estimated value of \$1,728,450. The total number of vessels on the register books of the Dominion at the beginning of last year was 7528, measuring 698,688 tons. The number of steamers was 3007, with a gross tonnage of 471,795 tons. Canada, in respect to total registered tonnage ranks tenth among the maritime countries of the world. The report shows that the twenty wireless stations now operated by the department on the Atlantic and Pacific coast sent over 55,000 messages during the year.

Found Pinnacle Rocks

In his book on Nautical Charts, G. R. Putnam mentions the recent discovery in Blue Hill Bay, Me., of a pinnacle rock only six feet in diameter at its top, and projecting within seven feet of the surface of the water, which rises nearly eight feet. The rock was discovered by means of a wire drag. Its existence is mentioned as an example of the difficulty, even in well known waters, of making certain that no isolated rocks are lying in wait for heedless victims.

Frozen Herring Fleet.

The British sch. Muriel M. Young of Lunenburg, N. S., arrived at Boston late yesterday, from her home port, with 235,000 pounds of frozen herring and 50 barrels of salt herring. Her cargo is sold to the Boston Herring Company.

There is now only one of the Nova Scotia frozen herring fleet with her fare as yet unsold, sch. Coronation, which is still lying at Lunenburg, N. S.

Buoy Capsized.

The fairway bell-buoy at the entrance of Clark's Harbor, N. S., has been bottom up for some time. It should be righted at once for a capsize buoy is as bad as a rock planted in the channel.

Landed Sick Man

Sch. Mary T. Fallon, which arrived at Boston yesterday, landed one of her crew, Robert Higgle, who had been ill for several days. He was taken to the Boston City hospital for treatment.

A Fine Halibut Trip.

Sch. Cavalier, Capt. Robert Porper, stocked \$3715.94 as the result of her recent fine halibut trip, the crew of 20 men sharing \$79.31. This is the second best halibut stock of the winter.

The little wants are readily supplied to those who use the Times "Want" ad. column.

Mar. 2.

Put in From the Storm.

Several of the market boats, which did not go to Boston last night with their fares, put in here this forenoon for harbor during the storm.